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RECREATION TRAILS SEMINAR

OCTOBER 19-20, 1973

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CALGARY, ALBERTA

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RECREATION TRAILS SEMINAR

CALGARY, ALBERTA

October 19-20, 1973

Mount Royal College

Chairman: Emmett Smith

Friday, October 19

6:00-7:30 p.m.	Registration
7:30-7:45	Opening Remarks - The Chairman
7:45-8:30	Keynote Speaker - Dr. Jim Thorsell
8:30-8:45	Break
8:45-10:00	Discussion groups - Trail Users Discussion of existing and desired trail activities- who uses trails, where they are and what are future desires.

Saturday, October 20

8:50-9:00 a.m.	Report back on topic 1
9:00-10:15	Discussion groups - Land Ownership Discussion of policies and practices that may permit or restrain trail development, ownership, contol, decision makers, trends, etc.
10:15-10:30	Refreshments
10:30-10:40	Report back on topic 2
10:40-12:00	Discussion groups - Environmental Factors Discussion of factors influencing (positive and negative) development of trail systems.
12:00-1:15 p.m.	COMPLIMENTARY LUNCHEON
1:15-1:30	Report back on topic 3
1:30-2:45	Discussion Groups - Trail Concepts and Proposals Discussion of location and manner in which trail systems may be developed - guidelines, priorities, finance, designs, maintenance, purpose, advantages and disadvantages, etc.
2:45-3:00	Refreshments
3:00-3:15	Report back on topic 4
3:15-4:30	Discussion groups - Implementation Discussion of ways and means of organizing to develop trail systems.
4:30-4:45	Break
4:45-5:00	Report back on topic 5
5:00-5:30	An opportunity for questions, additional comments and suggestions
5:30	ADJOURNMENT

PURPOSE AND OBJECTIVES OF CONDUCTING SEMINARS ON THE TOPIC OF RECREATION TRAILS IN THE PROVINCE OF ALBERTA

The Alberta Government Recreation Committee is a standing committee of the Government of Alberta under the Chairmanship of the Hon. Horst A.Schmid comprised of senior officials of those departments, bureaus and agencies which have an interest, directly or indirectly, in the facilities and activities relating to all forms of recreation in the Province of Alberta. The function of this committee is to provide: communication and liaison among the various government departments, bureaus and agencies on their activities in this area; to provide input, recommendations, and specific expertise into any activity; to co-ordinate similar activities and programs among two or more departments, bureaus or agencies; and to advise the Government of the Province of Alberta, through its chairman, on policy proposals and recommendations relating to all forms of recreation in the Province.

Because this committee is comprised solely of government officials and deals with the wide and various aspects of recreation in all forms which affect the people of Alberta, there is a need to provide for a means of obtaining input, expertise, and feedback from the people of Alberta as citizens, participators and/or specialists in the various fields of recreation and outside the realm of a government department, bureau or agency. The Alberta Recreation Trails Sub-committee is seeking just such input in order that it may best advise the Alberta Government Recreation Committee on policy proposals for the development of a trails system in Alberta, and encourage the establishment of trails for their potential contribution to general recreation and improved levels of health. Thus the purpose of the Workshop Seminars on the topic of Recreation Trails in the Province of Alberta.

The Objective of the seminars is to determine how best the purpose can be served by realizing the following terms of reference on a permanent ongoing and meaningful basis:

1. to recommend policies for provincial trail system development and maintenance (including planning, site selection, design, use of trail and management techniques of present and future routes in Alberta),
2. to recommend on methods of facilitating and co-ordinating trail development conducted by municipalities and non-government organizations,
3. to provide a nucleus of expertise on trail system development and act as a clearing house for information,
4. to facilitate communication between local groups actively engaged in trail development,
5. to provide the initiative in co-operative trail planning among different levels of government,
6. to hear and solicit representations from public and provide assessment of these to the Alberta Government Recreation Committee.

Once a means of achieving the terms of reference has been established and the mechanism placed in motion, a number of specific tasks will require action. A number of the major and more immediate tasks are as follows:

a) to prepare guidelines for the conduct of an inventory of all existing trails in the Province,
b) to encourage publication of this information once compiled,
c) to assemble a reference list of all publications relating to trails systems,
d) to compile a set of guidelines on trail design, use and management,
e) to encourage co-ordination between Federal, Provincial, and Municipal Governments in developing a trail system for Alberta,
f) to aid groups working at the regional level to establish trails,
g) to draw up policies for trail development,
h) to consider the need for legislation to implement the suggested policies,

i) to review proposals for new trails to ensure that they will be compatible with existing and proposed adjacent land uses and advise the Alberta Government Recreation Committee on probable conflicts,

j) to consider ways of financing trail development in Alberta,

k) to offer solutions for the continued maintenance and upkeep of all current and future trails,

l) to consider the problems of using trails and how to prevent damage through good management,

m) to consider how used education programs can be operated,

n) to consider the need for a special committee to be established to co-ordinate planning and development of a province wide trail system.

In order to best accomplish the Objective and to fully realize the scope and complexity of the assignment, the following Workshop topics have been prepared to carry the seminar through to a logical and positive recommendation for implementation which will be presented and discussed at the final plenary session immediately following the 5th Workshop:

1. Discussion Groups - Trail Users

   "Discussion of existing and desired trail activities - who uses trails, where are they and what are future desires."

2. Discussion Groups - Land Ownership

   "Discussion of policies and practices that may permit or restrain trail development, ownership, control, decision makers, trends, etc."

3. Discussion Groups - Environmental Factors

   "Discussion of factors influencing (positive and negative) development of trail systems."

4. Discussion Groups - Trail Concepts and Proposals

   "Discussion of location and manner in which trail systems may be developed - guidelines, priorities, finance, designs, maintenance, purpose, advantages and disadvantages, etc."

5. Discussion Groups - Implementation

   "Discussion of ways and means of organizing to develop trail systems."

While it would be very easy for government through a standing sub-committee on trails to meet the terms of reference and assume the tasks outlined above, it is the feeling of the Alberta Government Recreation Committee that the initiative should come from and remain with the trail users utilizing government resources and capabilities in a supporting role rather than a dictating role. In this support function the Alberta Government Recreation Committee Secretariat is prepared to facilitate any activities by arranging and recording meetings; compiling information to aid discussion; and preparing reports and recommendations for presentation to the Alberta Government Recreation Committee.

The Gate is open, the trail lies ahead - It's Your Move.

RECOMMENDATIONS ON RECREATION TRAILS

SUBMITTED TO THE ALBERTA GOVERNMENT

RECREATION COMMITTEE

Following are a series of recommendations submitted by various recreation organizations with an interest in these trails seminars.

These recommendations may be helpful in forming or confirming your own thoughts concerning future development of recreation trails in Alberta.

REPORT TO ALBERTA GOVERNMENT RECREATION COMMITTEE FROM THE ALBERTA BICYCLING ASSOCIATION

The Need for Bicycle Trails

In recent years there has been an upswing in the popularity of the bicycle especially the tenspeed touring model. However, due to the swiftness of this increase very little has been done in Canada to build trails for them. A need for cycle paths is definitely seen, firstly, due to the need for increased safety for cyclists, secondly, to allow regular traffic to be unhindered by slower moveing traffic and thirdly so that the bicycle can take a greater part in everyday recreation.

The Requirements

However, when analyzing the type of trail development required for bicycles it must be recognized that they have different needs from other types of trails. Generally, a bicycle trail would have to be banned to pedestrians, horses, handicapped people and any other slow moving vehicle due to the danger encountered if they were all allowed on the same trail. Motorcycles would have to be completely banned from bikeways and also prevented access to them.

The basic trail design would have to resemble something of the following specifications. Firstly, the trail would have to be hard packed, find gravel rounded stones or smooth concrete or asphalt to prevent punctures. Asphalt or some form of tarmac would probably be the most economical. If the trail was not hardpacked but instead dirt, there would probably be too much erosion and therefore ruts and small streamlet gorges would form in it. This fact also automatically rules out horses who would tend to rut a dirt trail but would not want to use a surfaced trail. Loose gravel paths would be too dangerous for bicycles. As far as width is concerned it would have to be wide enough to allow traffic both ways plus a passing lane. This would require a trail to be a minimum of four feet wide and a possible maximum as much as twelve feet wide with easy gradients. However due to the fact that most of these trails would be in or around developed areas there would be less environmental damage than one might think. Due to these specifications the trails would be compatible with such winter sports as across country skiing, snowshoeing and snowmobiling.

Trails In The City

Bicycle trails are needed most in and around the surrounding areas of large cities like Calgary, Edmonton, Lethbridge, Medicine Hat and Red Deer. In these places there should be a major system of commuting trails to the downtown areas which avoid vehicular traffic. As well there should be trails for more recreational oriented use. These two trail systems would be interconnected, which would prevent bicyclists from competing with traffic on main arteries thereby making bicycle travel much safer.

For commuting, service roads built parallel to main arteries could be used for this purpose. Also certain less used streets could be closed. Combining the two ideas above with trails through ravines and along the river, a major system of commuting and recreational trails could be built. MacKinnon Ravine and MacKenzie Ravine in Edmonton have dirt trails through them that could be upgraded for the bicycle and pedestrian. A trail linking MacKinnon Ravine with MacKenzie Ravine and then along the river to River Road and beside it would make an ideal bike path. Paths through Whitemud Ravine and along the south side of the river to the High Level bridge as well could be upgraded for bicycles. In Calgary trails could be built paralleling Memorial Drive and the Bow River along the parkland separating them. A point to remember is that Ottawa already has fifty miles of bicycle trails, in and around it.

Surrounging Áreas of Cities (Approx. 25 miles)

Many cities have surrounding areas which have well developed country road systems. These roads should be improved so that they could carry bicycles. Improved shoulders and less gravel on them would make them much better. For example the roads out to Big Island could be improved. Another thing to consider would be cycle paths along the Saskatchewan and Sturgeon River valleys. On might put a trail from Edmonton to Big Island or from St. Albert to Elk Island National Park, parallelling the Waskahegan Trail. A trail from Lake Miquelon to Edmonton would also be useful for overnight recreational rides. As can be seen the diea behind trails to outlying areas would be to keep bicycles off the main roads and build a more scenic route than a main highway.

Mountains and Areas Away From Large Cities

For bicycling to the mountains and within the mountain regions themselves there are a few solutions for cyclists. Bikeways would be built parallelling main highways but possibly taking

a more indirect and scenic route. This would only be feasible if there were a lot of cyclists who would use it. Another solution could be to fix old and unused highways and allow only bicycles along them. An example of this is the road about 30 miles from Edmonton on Highway 16 West which is an access road to houses. Also in the mountains there are sections of highways that were altered and now unused. This could form the basis for some bike paths parallelling the new highway. Another idea to consider would be using old highways that are still in use but allow only local traffic on them. Such roads as the Edmonton Beach road (old Hihgway 16 West) and old Highway 1 to Banff through Cochrane are examples. Old Highway 2 would also be reasonable if there was less traffic along it. Forestry Trunk roads and roads in the Coal Branch area would be ideal if traffic was limited on these sections of road as well.

In the mountains cars should only be allowed on the main highways. Any side roads such as to Maligne Lake, Miette Hot Springs, Johnson Canyon and old sections of highways should be set aside for bicycle use with no cars permitted during summer. Bicycles should be used to get from the townsites to hiking trails in the National Parks. In the mountains it would be unnecessary for bicycle paths to go any further than the start of hiking trails.

A possible circuit which could be set aside for bicycles would be the old highway through Evansburg and Entwistle. This is an ideal recreation area and no cars should be allowed into it during summer especially along the section of road that goes down into the Pembina River valley.

The Provincial Government and Trails

The Provincial Government should co-ordinate the development of trails. It should assist all organizations interested in developing trails of feasibility. Lastly, it should prepare maps of all existing and proposed trails in areas around cities and areas in the mountains showing type of trail and condition and present it as a booklet to interested parties.

Sub-Committee

There should definitely be an official sub-committee formed under the Alberta Government to study the proposals put forth by the different organization. It should be formed from one or two members from each type of recreation, i.e. hiking, bicycling, cross-country skiing, etc., depending upon importance, plus members from the Recreation Department of the Provincial Government. This sub-committee should put pressure on civic governments as well as the

provincial government to build more trails, improve the present ones and put out an atlas to the public of the existing and proposed trails.

Conclusion

Cycling is growing in popularity and will continue to grow. Facilities must be made available to cope with it so that the road doesn't become a battleground with the car and cyclist.

TRAIL DEVELOPMENT FOR HANDICAPPED PERSONS

Submission from the Edmonton Regional Committee on Recreation for the Disabled - October 5th, 1972.

A. There is a need for trails for physically handicapped persons. To our knowledge, there are presently no existing trails which would accommodate such persons.

B. Types of trails

1. Trails are to be accessible to various types of handicaps, including wheelcharis.

2. Snowmobiles could be used on "handicapped" trails during the wintertime.

3. Trails for handicapped could be used by entire family, thus providing one source of family recreation which would include the handicapped member.

4. Persons must be kept away from physical danger.

C. Degree of development required

1. Asphalt trail or another surface trail that would support wheelchair traffic.

2. Washroom facilities large enough to include wheelchairs.

3, Parking facilities convenient for wheelchairs.

4. A section of a trail could be so designed to be accessible to wheelcharis and the rest of the trail extended for others' use.

5. A winter and summer pavilion would be desirable in order that the handicapped person may have a place to wait while others continue their activity on the trail.

D. Regarding policy formation

Consideration should be given to the handicapped minority in policy formation.

Further details regarding technical requirements can be submitted from this committee.

P. Bogorus,
Secretary,
Edmonton Regional Committee on
Recreation for the Disabled.

A.R.P.A. SUBMISSION TO TRAILS COMMITTEE

CONCERNS:

1. The lack of knowledge on existing trails, their location, use, purpose, etc.

2. The lack of planning and co-ordination between the various governmental authorities - City, County, Provincial, on trails affecting all three - E.G. Waskahegan Trail.

3. Lack of control on ski-doos and other motorized recreational vehicles with regard to environmental damage and unauthorized use of existing trails and parkland.

4. The need for more trails of all types, close to the large urban areas, Calgary and Edmonton especially.

5. The need to consider bicycle trails not only for recreational purposes but also as an alternate form of transportation.

ROLE OF PROVINCIAL GOVERNMENT:

1. Gathering of information on existing trails.

2. Publishing this information - possibly in Alberta Vacation Guide.

3. Taking the lead in co-operative planning of various levels of government.

4. Provision of some access to funds or manpower for the development of trails through S.T.E.P. or similar programs.

TRAILS COMMITTEE:

- should be established on a formal basis to provide information, guidance and policies to Alberta Government Recreation Committee.

- should be made up of members from various non-government Provincial recreational bodies with interest in trails and planners from at least the two major cities and the province.

Kenn Townsend,
President.

WASKAHEGAN TRAIL ASSOCIATION

The Association is making a hiking trail south from Edmonton along the Blackmud and Saunders - Coal Lake valley to Gwynne, along the Battle River and Camrose Creek to Camrose, then north to Miquelon Provincial Park and Elk Island National Park, over to Fort Saskatchewan and along the Sturgeon to St. Albert and back into Edmonton.

By April of 1973 we hope to print our first trail guide. It will describe about 24 miles of hiking (parts of the route Edmonton to Coal Lake and parts of the route Miquelon Lakes to Highway 14).

We have met with fine assistance from municipalities, the Department of Lands and Forest, individual landowners and the Chimo Kiwanis Club of Edmonton.

You can be sure that we value the interest of departments of the provincial government.

First, it lends credibility to the plan. Here is an example. In gaining permission from one landowner we were told that he knew we would be around. An official from the Wild Life Division had mentioned our trail to him. Permission was readily obtained.

2. Some of our trail goes through Crown land. Obviously we need the cooperation of the provincial government.

3. We hope to have further assistance in getting sites for overnight stops (cabins) and in getting logs for these cabins.

4. We hope to have provincial assistance in getting some help from Opportunity for Youth or similar programs in making sections of the trail.

5. We need help in the Coal Lake area to gain a route along that long lake.

6. In the Ord Lake area we have run into a private bird sanctuary which, taking into account the age of the owner, should be bought by the province. The lower part should be reserved for nesting birds. In the higher part well away from the nesting area we would like to make a section of our trail.

Our Coal Lake and Ord Lake problems are of course part of a much larger picture. We see the need for the province to help the municipalities save areas for wild life and for quiet recreation.

7. We suggest a study be made of the feasibility of hiking trails in the Coal Branch, in the area west of Calgary and Fort Macleod and in the Battle River area near Provost.

8. More important than all is the need for a persistent provincial campaign to improve the care Albertans take of the land. We note the final lessons of conservation and coexistence taught by Mrs. Joy Finlay of Edmonton's Parks and Recreation Commission, the close cooperation between schools and the naturalists at Elk Island Park and the work of the warden at Provincial Dinosaur Park. Something is being done but we hope more can be done.

9. We are much in sympathy with those wanting canoe routes, bicycle paths and corss-country ski routes and hope that you can assist them.

October 10, 1972

S. Skirrow
Secretary
7120 95 Ave.
Edmonton

SUMMARY REPORT

To: Temporary Trails Committee

Submitted by: Renee Poley
representing Alberta Association for the Mentally Retarded

Based on the two meetings I have attended, people I've talked to, and material I have researched I am convinced that handicapped people will benefit from any outdoor recreational activities related to trail systems. It is important that we (so-called "normals") recognize that handicapped people have many needs, interests and abilities similar to ours. Just as we enjoy sensory experiences derived from contact with the natural environment so do the handicapped. Just as we need to be more protective of our environment so do the handicapped. Just as we need to adapt to our physical surroundings and learn to appreciate nature so do the handicapped.

Therefore, any policies that are accepted by an acting government committee on trail systems must include all modifications necessary to accommodate all "categories" of handicaps. Based on this general recommendation. I stress the following specific points:

A. A comprehensive inventory of all existing trails in Alberta is necessary before new trails are designed. This means contacting all public and private agencies as well as government departments involved with designing, planning, administering, operating, and maintaining outdoor recreational activities in Alberta.

B. From this extensive inventory a detailed map showing what does exists should be drawn up. The purpose of this map is to enable the trails system committee to further study the present system.

C. Based on the number of trails and userrates on these trails the committee can decide whether or not greater diversity is required. I personally think many types all available such as horseback riding, nature hiking, cross-country skiing, bicycle trails. The inventroy could include a sub-section or questionnaire which requests each agency, department, organization, etc. to stipulate facilities available to users, cost of operation and maintenance, existing problems, any future plans for revision, shut-down, or expansion, type of users (ex-campusl hikers), policies, regulations, and type of trail system.

D. A sub-committee to gather the inventory results, compile all information available on trails, and form policies is necessary at this time. The function of this committees besides setting up method of taking the inventory and administering questionnaires,

is to make the public aware that it wants public feedback regarding general use of trails and need for a betlet coordinated system. Thus, the committee should make use of the media (T.V., newspapers, open line shows) to increase public awareness, interest and hopefully involvement. The committee also could organize a public hearing where briefs regarding suggestions for use of trails can be presented by Albertans.

Before any policies are actually recommended to the Alberta government Recreation Committee, the sub-committee must have made every effort to gather enough information to know what trail are available, what the user rates are as well as suggested future rates, how the public feels, and what agencies, organizations, government departments, private citizens will be affected by new policies and in what way.

E. A questionnaire needs to be devised also to be sent to any organizations involved in helping handicapped people. (I have handed in a proposed questionnaire of this nature to Ms. Bonnett). This questionnaire includes items that request information on use of trails by handicapped people; type of trails used, modifications present or not present but necessary, user rates, suggestions for future use, expansion, etc. If results are poor from distribution of the forms, I suggest meetings to be held in various parts of the province where organizations concerned with the handicapped have a chance to provide this information in an open public hearing. Again, preliminary contact with the media will help to involve more organizations in responding to government requests for information. I believe that handicapped people themselves can offer the best suggestions for modifications they need on trails. Many handicapped people are involved in organizations for the handicapped and through answering the questionnaire will be able to give their opinions and well-needed facts.

F. Any policies suggested by a committee should include setting up trail systems on a cooperative basis; that is, federal, provincial, and municipal governments must coordinate their contributions with each other as well as with private interests. An example of this is the Department of Agriculture's program involving farmers in recreational use of their land. Therefore, any committee should include representatives from all interests such that the entire provincial trails scheme is a cooperative effort. This may be better accomplished by setting up a Regional Trails System such that public and private interests in each region can be coordinated on a smaller scale.

G. I strongly recommend that separate trails <u>not</u> be set up for handicapped people, for then we are only encouraging segregation and

and the social stigma that results. If certain modifications are included (and they are not that difficult or expensive to include) handicapped people can use the same trails as anyone else. The committee, therefore, needs a member who represents the interests of the handicapped, and is responsible for compiling all information relating to necessary recommendations involved. This member must not only send out a questionnaire and write up results, but handle contact with media, public hearings, workshops or seminars, related to increasing public awareness and involvement in stressing concerns of the handicapped in this area. The member's major responsibility is to keep contact with the multitude of organizations for the handicapped in Alberta, as well as with government departments on all levels that are involved in area of special services, such that he can gain greater insight into what is necessary to include in his recommendations.

H. Any policies recommended should not only include plans for coordinating interests in present and future trails systems, but also suppestions for other uses of trails as well as recreational uses. Therefore, in policy making Outdoor Education specialists who work within the government and school systems in Alberta can contribute ideas as to how our trails can be used in a province - wide educational program. Also, a representative who can combine concerns of various ecology-oriented organizations and government departments can suggest ideas for a province - wide conservation and anti-pollution program. Therefore, the committee must consist of representatives from key public, private, and government bodies, and these same representatives together should come up with an interdisciplinary approach to the use of trails.

CONCLUSION

This report, therefore, recommends that the following be established before actual policies are devised:

a) Comprehensive inventory of existing trails systems in Alberta;
b) detailed map outlining location and discription of these trails as well as user rates;
c) public questionnaire to be distributed to all private, public and government agencies and departments involved with trails systems in Alberta, this questionnaire to emphasize not only data gathering but attempt to establish differences of opinion in regards to types of trails needed;
d) establishment of a sub-committee of the Alberta Government Recreation Committee to be labelled Alberta Government Trails Systems Committee, whose primary role is to gather necessary information, process it, and as a result formulate policies;

f) this committee should take an interdisciplinary approach to trails use, such that other fields besides Recreation are a part of the policy-making.

Renee Poley

FINAL REPORT

THE USE OF SNOWMOBILES IN THE PROVINCE OF ALBERTA

A Report to the Alberta Recreation Committee

INTRODUCTION

On June 1st, 1970, The Alberta Recreation Committee established an Ad Hoc Committee to consider and report concerning the use of snowmobiles in the Province of Alberta. The Ad Hoc Committee has considered and investigated the problems evolving from the growth of this rapidly expanding winter recreation activity and we now recommend that:

(A) APPROPRIATE GOVERNMENT DEPARTMENTS IMMEDIATELY UNDERTAKE TO CREATE A TEMPORARY SYSTEM OF SNOWMOBILE TRAILS AND USE AREAS ON PROVINCIAL LANDS

Few trails and use areas have been developed in Alberta for the express purpose of encouraging the sport of snowmobiling. The Ad Hoc Committee is of the opinion that designated trails and use areas serve to increase public enjoyment and reduce potential accidents.

It is further suggested that:

1. Responsibility for creating this snowmobile trail system would be that of the Alberta Forest Service, Department of Lands and Forests.

2. Trails should be developed and located to advantageously use existing cut-lines, abandoned rights-of-ways, easements, etc.

3. Such a trail system should involve little or no new cutting or grading.

4. The Department of Lands and Forests allocate funds in the 1971-72 fiscal budget for the development of a snowmobile trail system.

5. A standard system of snowmobile trail and area makers be adopted by the Government. Such standard markers or signs should compliment, where possible, those adopted by other provinces and states.

(B) A STUDY BE UNDERTAKEN TO INVESTIGATE AND DETERMINE SNOWMOBILE USER CHARACTERISTICS AND PREFERENCES IN THE PROVINCE OF ALBERTA

Currently, objective snowmobile research data is minimal and it is considered imperative that objective data be obtained through which realistic planning can be implemented to best serve the requirements of the snowmobiling public and the public in general.

Research studies of this type would investigate socio-economic and user preference characteristics of snowmobilers in Alberta. This data could reveal information that would indicate:

1. When the vehicles are used.
2. How often they are used.
3. Where they are used.
4. Why they are used.
5. Areas that are preferred.
6. Services that area required.
7. Who uses the vehicles.
8. Age groups involved, etc.

The Ad Hoc Committee has located one uncompleted study relating to the use of snowmobiles in the Edmonton area. It is our opinion that this study data could be obtained to assist provincial planning. However, the researcher is in need of financial assistance and it has been determined that aid in the amount of $500.00 would be sufficient funding to assure completion of the study. The Ad Hoc Committee strongly recommend that this study be supported by the Provincial Parks Division, Department of Lands and Forests, to assure completion of the study and acquisition of the research data.

(C) SNOWMOBILE SAFETY TRAINING PROGRAMS BE ENCOURAGED AND ASSISTED, BUT NOT IMPLEMENTED BY THE GOVERNMENT.

The Ad Hoc Committee suggest that it is premature for the Government to establish any system of mandatory safety training and we recommend that appropriate Government Departments assist the private sector and the Alberta Snowmobile Association to:

1. Develop Safety Training Programs for owners and operators.
2. Create a Voluntary Snowmobile Patrol System.

(D) ENTREPRENEURS BE ENCOURAGED TO DEVELOP SNOWMOBILE USE AREAS, TRAILS AND SERVICE FACILITIES TO SERVE SNOWMOBILE NEEDS.

It is acknowledge that private developers are interested and currently involved in providing these services. We concur that Government cannot and should not be required to provide all

services and facilities for recreation. We, therefore, recommend that Government encourage the private developer to provide areas and facilities for snowmobile use.

(E) THE GOVERNMENT SHOULD DISTRIBUTE A PUBLIC INFORMATION BROCHURE RELATING TO THE USE OF SNOWMOBILES IN ALBERTA (as drafted by the Ad Hoc Committee)

Such a brochure would include a summary of regulations, safety hints, code of ethics, etc.

(F) REGISTRATION BE MANDATORY FOR ALL SNOWMOBILES.

The committee suggests that:

1. Owners and operators must be responsible for their actions and their snowmobiles must be easily identifiable.

2. To assist provincial planning it is important that the number of operating snowmobiles be known.

3. These snowmobile owners will demand services at the expense of the general public. For this reason, we suggest using generated registration revenue for administration, supervision, planning, and developing services relating to snowmobile operation.

4. Registration would be valid for a 2 or 3 year period.

(G) CONSIDERATION BE GIVEN TO IMPLEMENTING MANDATORY REGISTRATION FOR ALL-TERRAIN MOTORIZED VEHICLES.

The Ad Hoc Committee suggests that:

1. Although these vehicles may or may not be operated on public roads, the committee submit that owners must be responsible for their actions and their vehicles must be easily identifiable.

2. Revenue from registration could be used to meet the ever increasing demand for public recreation areas and facilities for these vehicle owners.

(H) THE DEVELOPMENT OF A PROVINCE-WIDE MULTIPLE-USE TRAIL SYSTEM SHOULD BE INVESTIGATED.

In view of the fact that snowmobiling is not the only recreation activity requiring trails, the Government should, in the future, undertake to develop a year-round system of multi-use trails capable of serving a wide variety of outdoor recreation activities.

Respectfully Submitted,

Emmett H. Smith, Chairman,
Ad Hoc Snowmobile Committee.

Committee Members-

Mr. Larry Beres
Committee Secretary
Alberta Recreation Plan Study Team

Mr. Ernie Psikla
Fish and Wildlife Division
Dept. of Lands and Forests

Mr. Bob Thompson
Alberta Dept. of Industry and Tourism

Mr. Doug Lyons
Alberta Forest Service
Dept. of Lands and Forests

Mr. H. C. Duguid
Alberta Dept. of Highways and Tranport

Trails Committee

October 10th, 1972
Joy Finlay
Federation of Alberta Naturalists

A young educator recently summed up a discussion this way:
"No matter what you're doing out doors, it involves a trail - either following one or making your own. Trails have got to be one of the most important priorities for recreational planning and development now."

1. We recommend that a Trails Committee be appointed as an advisory committee to the Alberta Recreation Committee.

   Composition and Representation:
   - suggest 12 members
   - representing diverse interests and responsibilities of voluntary, public and government organizations in Alberta (see list of ad hoc committee representatives and E.H. Smith's proposal)
   - to meet about four times in a year
   - representatives could have alternates appointed to attend in case of their absence

   Purpose:
   - to consider and advise policy for planning, selection, development, use and management of present and future trail routes and systems in Alberta
   - to provide a communication link between government departments, groups and individuals of various interests and concerns

2. Problems and Concerns - the following are some that have been expressed:

   - A need for more trails is generally recognized, but development of trails should not go on without planning and zoning for specific use, establishing standards for development and guidelines for management.
   - Multi-use conflict, especially between "foot-users" and "motorized-users" is of prime concern.
   - Designation and acquisition of areas appears urgent - need to set aside areas while they are still available.
   - Consider rights-of-way for trail ways - i.e. flood plains, old roads, abandoned railways, hydro lines, cut lines, road allowances, stream and river sides.
   - Trail systems cannot be without problems - will designated areas be used, or will some participants run roughshod over private property, plantings, fences? Would facility areas along routes minimize disturbance of natural areas?
   - Education and interpretation are every bit as essential as designation and legislation for trailways. How can resources for educational and interpretive programs be mobilized for more use without abuse?

3. Role of Government - some suggestions:

   a) Legislation - to protect land owners who provide access
      - to designate regional lands for future needs; to keep rights-of-way; for acquisition of land

   b) Funding - to provide a central source of information, publicity, and co-ordination (we don't know what we've got; tend to operate in isolation rather than part of a whole)

- to assist and encourage rural municipalities in planning and managing recreational and wilderness areas. (There is a terrific resource in rural districts but no one is looking after it, especially those close to cities.)
- offer design information and some measure of supervision or guidance for development

c) Planning
- standardization and guidelines for development and management of trail systems for Alberta
- design information relevant to Alberta topography and vegetation
- initiate good design, management and program on Crown lands (Forest reserves and Provincial Parks could provide examples of techniques)
- to integrate urban and rural trail development into regional land use planning and program
- invite presentations (ex. hearings, participatory planning)

In summary: need Planning, Action and Funding, and in that order.

Proposed Provincial "Trails" Subcommittee

From: Ellis Hammer, Vice President
Northwest Region
Canadian Youth Hostel Association

The C.Y.H.A. is presently developing long-range goals for a hostel system in Alberta (and possibly the territories) similar to the European hostel system. The hostels would most likely be located along existing scenic routes that are popular or would become popular. We want Canadians and Canadian youth of eastern Canada to be aware of what Alberta and the west have to offer. Also, we think travelers should have an alternative to travelling solely by motorized vehicles; mainly cycling, hiking, canoeing, cross-country skiing and snowshoeing.

The C.Y.H.A. sees the need for:

(1) Many more trails of a diversified nature in and near (1-2 hour drive) large urban centers, complete with campsites, shelters and basic facilities, such as toilets and water.

(2) Trails in natural recreational areas such as, for example, the Cardinal Divide, Lesser Slave Lake, Cold Lake, and Pincher Creek areas; also complete with campsites, shelters and basic facilities.

(3) Basic facilities such as garbage cans and toilets at the beginning and end of each section of a trail.

(4) The education of all trail users as to their responsibilities when using the trails.

(5) Trails into provincial mountains primarily for the use of backpackers, with campsites designated and basic facilities provided.

(6) Designation of the proper usage of all trails. Activities that are not compatible should not share the same trail. Example: horses ruin hiking trails.

(7) Reactivation of some abandoned trails such as in the Red Deer Panther River area.

(8) Compilation of list of all trails in the province that now exist.

(9) Designation of waterways as trails, protection of rivers by a Wild River Act, and of other waterways by special legislation (if necessary). No development should be allowed along any of the waterways for a specified distance. Land trails could and should be located along such waterways, but campsites should not be.

(10) Development of new trails which would link existing trails into a more complete system, or bring new recreational areas into being.

(11) Establishment of cycle paths along existing (and future) highways or the development of trails specifically for that sport.

(12) Co-ordination of all previous items by a single recreational body through which all users, developers, and administrators would negotiate.

A Provincial Trails Sub-Committee would be responsible for:

(1) The co-ordination and approval of all trail development in Alberta while assuring that:
   (a) Existing trails are linked together wherever possible.
   (b) Trails in new areas are developed according to the need.
   (c) The impact on the environment is minimized while the benefit to trail users (where compatible) is maximized.
   (d) Existing laws are not violated.
   (e) New laws are proposed when and where needed.

(2) The tabulation of all necessary information on all existing trails for publishing.
   (a) This information would be provided to a department of tourism.

(3) Providing the grass-roots contact of recreational and environmental people.

(4) Providing the expertness, encouragement, and enthusiasm to cities, counties, regional bodies and recreational clubs and associations for the development of trails in their areas.

One big advantage of a "Trails" Sub-committee is that organizations would work through only one government body rather than several.